US HIGHWAY 89 CORRIDOR PLAN
DRAFT STATEMENT OF PURPOSE AND NEED

PURPOSE

The purpose of the US 89 transportation corridor is to provide a transportation facility for a broad range of current and future travel demands. Examples of these demands include serving the needs of travelers who use the corridor for both regional and long-distance through-travel; serving the needs of residents and communities along and near the corridor that rely on the corridor for commuting, conducting community service activities, and carrying out the other routine activities of daily life and work; and serving the increasing number of people who come to this area to recreate. It is intended that this corridor should accommodate many modes of travel; both motorized and non-motorized, and that these transportation facilities and services should be provided in as efficient, economical, safe, equitable, and environmentally-conserving a manner as can reasonably be achieved through adherence to accepted standards, requirements of the law, interagency collaboration, coordination, and cooperation, and consultation with elected officials and the public.

The purpose of the corridor plan is to define the best course of action for management practices and project improvements along the corridor over the next 20 years, including all transportation modes. This will be done through the identification of existing and future needs, establishment of corridor goals and objectives, and development of recommended management strategies and improvements to meet those needs that are consistent with the goals and objectives

NEED

The need for the corridor plan is based on the expected growth, and the requirement to plan for its orderly accommodation in all modes of transportation. Annual average daily traffic (AADT) volumes along the corridor currently range from roughly 1,000 to 8,500 vehicles per day (vpd). The southern part of the corridor near Bear Lake, experiences a substantial seasonal variation in average daily traffic volumes due to a large influx of recreational traffic during the summer months. Near Paris, this influx produces traffic volumes three times higher in the summer than in the winter and six times higher in summer than winter just south of Fish Haven. The largest amount of future growth is expected to take place in this Bear Lake area where traffic volumes are forecasted to roughly double by year 2025. The balance of the corridor is expected to grow also, but more slowly, except between Washington and Clay streets where traffic volumes are forecasted to increase by about 55%.